

"Yes," agrees V. Shakirov, the head of Magadanglavsnab, "we did receive telegrams regarding the unsuitability of the cement and we in turn addressed Soyuzglavtsement. All we received was a document about a positive expert appraisal..."

And that is how the carelessness of the suppliers and the inadequate exactions of the consumers brought about the emergency experiment. And now that very same Magadanglavsnab, directly responsible for supplying the Far North and Far East of the USSR, acts as if it had nothing to do with the matter. It suits everyone to write off their sins on the vagaries of the natural conditions in the Subarctic.

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### Winter-Spring Run To The Yamal Peninsula

The winter-spring runs to the Yamal Peninsula with unloading onto shore ice continue. The motor vessels "Monchegorsk" and "Tiksi" of the Murmansk Shiplines have each already made one trip. A third vessel, the "Arkhangelsk", under the command of Captain R. Igritsky, has left Murmansk. The following is a report on how these trips through the ice of the Barents and Kara seas are progressing and how the Murmansk longshoremen are working to maintain a continuous Murmansk-Yamal-Murmansk conveyor.

We have to admit that there is no conveyor yet. The dockers of the Kandalaksha port, who were taken to Yamal to speed up unloading, have to stand around idle. There is absolutely no planning of loading and unloading operations in the Murmansk port. It took approximately 8 days to load 6,600 tonnes of freight.